

THE HAWAIIAN GAZETTE

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THE ADVERTISER'S SEMI-WEEKLY

What Are We To Do?

THE sale of the five American liners of the Pacific Mail's transpacific service clinches that part of the question for Honolulu and emphatically contradicts those who have been contending that the threat of the Pacific Mail to cease operations was a bluff. And Honolulu comes slap up against the question: "What are we going to do about it?"

That it is the earnest desire of the residents of this American Territory to help keep the American flag flying, ashore and afloat, goes without saying. That any substitute at all acceptable which will mean the addition of American steamers on the Coast-to-Honolulu run would best please everyone should be taken for granted. That no wish to cripple any of the few American ships remaining in the service exists is necessarily an axiom in any present discussion of the passenger and tourist business.

What then is to be done?

The steamer owners and the steamship agencies may present all the figures they are able to conjure up and all the statistics busy clerks may compile, but they cannot controvert the fact that there is and has been for the past many weeks a congestion in the passenger traffic to and from this port. We have all seen in the flesh the people who could not leave Hawaii when they wanted to because of lack of steamship accommodation. The fact that many desiring to come to Hawaii have been unable because of the same lack of steamer accommodation is known through their correspondence. Honolulu has been deprived during the past few months of the opportunity of welcoming a number of excursions—Elks, Knights of Columbus, Bankers' Association and others—because there was no room for the passengers offering on the regular steamers and there were no steamers available for special charter. All the statistics that may be written cannot controvert these facts.

What are we going to do?

There are not today American liners available for the trade. No liner can run between this port and the Coast without large freight guarantees, and there must be freight both ways. The importers of Hawaii are many and it is easily possible to divert sufficient Hawaiian-bound freight to make up a cargo. The exporters of Hawaii are few and they are bound up, more or less closely, with the existing lines, the Matson line, the American-Hawaiian and the Oceanic. It is not natural to suppose that those financially interested in these three lines are going to divert any portion of their export shipments to any new line, however much they may love the flag and desire to see it floating over many ships. They are voicing vigorous objection to any suggestion that they should share the passenger trade with other lines, and the passenger portion of the traffic is the least profitable. Certainly they will not share the most profitable end of the business, and none would expect them to nor taunt them with being "dollar patriots" for wanting to divert the dollars into their own coffers, whatever the fate of the rest of the American merchant marine, in being or prospective.

What are we going to do?

The tourist trade, built up through years of hard work and the expenditure of very many thousands of dollars, cannot be allowed to slump into nothingness until such time as new ships can be built for the Honolulu trade by the established lines. That would be a nonsensical course. If our tourist business is dropped for a year it means starting to build it up again from the very beginning, with everything that has been so far accomplished in the face of difficulties thrown away.

Lacking available ships to take up what the withdrawal of the Pacific Mailers and the laying up of the Sierra leaves open, and being unable to wait the building of more ships for existing lines without seriously prejudicing the tourist trade for a decade to come, the last and only resort is to request congress to mitigate the hardships which face Hawaii by excluding this port temporarily from the obligations of the Coastwise Law as it affects passenger traffic, placing Honolulu on an equality in freedom of travel with every other portion of the Union.

Congressional action has resulted in our present predicament. We may very properly and with all justice on our side ask congress to help us. No sacrifice we may make will restore the Pacific Mail or help the American ships that are left. If we sit down now without taking action, the growth of Honolulu will be checked and with the arrested development will come no prospect of freight increase for the passenger carrying ships now on the run. If an uncomplaining acceptance of our hard luck would help the American merchant marine there might be some good reason for silence on our part, but to keep still now will neither help us nor the Matson and Oceanic steamship companies.

The suggested compromise, whereby instead of asking congress to void the penalty altogether for using a foreign ship between this port and the Coast we shall ask congress to reduce the fine from two hundred dollars to twenty-five, giving the American liners the benefit of a fifty-dollar protection on the round trip, will help some, even if it will not permit of the testing out of the "suspensionists'" contention that the right of free travel would help and not injure the American

lines. Such a compromise would at least permit us to work to keep our tourist trade from going back, even if it did not permit us to increase it.

It must not be forgotten that for a century, until the year of Hawaiian annexation, the penalty was only two dollars, and that it was raised to two hundred not to prevent untrammelled travel to Hawaii but to prevent competition between San Francisco and Seattle shipping and the shipping of Vancouver and Victoria in the run to Alaska. The object was to divert travel and trade to the American ports. In Hawaii's case, the prohibitive penalty has resulted in exactly the opposite effect. It has diverted travel and trade from San Francisco to Vancouver.

The Navy Going Back

KILL in gunnery is a treasured tradition of long standing in the American Navy. Criticism on this score strikes a responsive chord on the heart of our people. As an advertiser the present secretary of the navy has no equal in the cabinet, but his abilities in this field have been taxed to relieve popular apprehension over the charge that the target practice of our ships of war shows a serious deterioration in marksmanship. It is not Congressman Gardner, a Republican, nor Rear-Admiral Fiske, our leading naval expert who lost favor with the secretary of the navy after telling congress the truth about the navy's short-comings, but no less distinguished a civilian observer and authority than J. Bernard Walker, the editor of the Scientific American, who now criticizes. Mr. Walker in the latest war issue of his periodical makes the editorial declaration that "the elementary practice held last fall was the poorest of any in the five years during which the present methods of carrying out target practice have been in use." Here is testimony that cannot be dismissed as having prompted by partisanship or pique. It corroborates the publically made charges of Congressman Gardner and Admiral Fiske and further corroboration can be found aboard any ship of the navy today if congress and the public are deluded by any further doubts.

Instead of the worst the latest practice should have been the best. Instead experience, improved guns and better appliances, with an adequate personnel, should have resulted in higher attainment, claims Mr. Walker. Until the present naval administration began its maladministration the target practice scores from year to year showed steady improvement. Mr. Walker does not mention Secretary Daniels by name, but mention is not necessary for the reader to place the responsibility for what he reads. Not only was the elementary practice unsatisfactory, but Mr. Walker adds that in the all-important battle practice last autumn, though the nominal record appeared to be good, "it should be noted that the average range for the ships that took part was seven thousand yards and some ships steamed into six thousand yards." Now the minimum range for several years past has been nine thousand yards.

Furthermore, the same authority declares that: "The ships steamed parallel to the target with the result that the change of range and the difficulty of keeping on the target was correspondingly smaller and the work of the gun-pointers was rendered more easy."

These methods and their results justify the concern which they have aroused among the commanding officers of the fleets. These officers will doubtless bear Mr. Walker out in his plain statement that two influences have brought about this condition. One is "the shortage of officers and the fact that young and inexperienced officers have of late years been assigned positions in the turrets which formerly were held by officers of greater age and longer experience." Another and weighty factor he holds to be "the breaking up of the Atlantic fleet into small units" and the long and futile anchorage off Vera Cruz.

"Its effect," states Mr. Walker, "in breaking in upon the regular routine of target practice has been decidedly harmful, and the target records prove it." Yet the Secretary of the Navy denied the truth of the charges of his assistant secretary, Mr. Roosevelt, and Congressman Gardner about the shortage of officers from which the navy is suffering, and he has constantly boasted of our battleships being compelled to do gunboat duty to their deterioration and that of their crews in Mexican waters.

The San Francisco Argonaut states on undisputable authority that Secretary Daniels' latest scheme—that of enlisting the scientific services of Mr. Edison and others as members of an advisory board—is merely for the purpose of diverting attention from his own defects as an administrator and the Argonaut hopes the American public will refuse to be gulled. It will probably take more than an invention of Mr. Edison or his fellow members of the board to relieve the demoralization and discouragement so prevalent among the officers and men of the navy today as a result of the mismanagement of affairs of which Mr. Daniels is guilty, and even worse than that his mismanagement in his distrust of officers whom he has not hesitated to discredit on one score or another.

The Mexicans have been cautioned to be good and warned about being good and told to be good. These things having failed to hit the Mexican appreciation, we now beg them to be good. After that nothing appears to remain except to make them be good.

The National Guard

UNDER the direction of Col. Sam Johnson, the new adjutant general, a vigorous growth is to be expected in the National Guard of Hawaii, not only in the First Regiment in Honolulu but in the organizations on all the islands. Colonel Johnson is well known throughout the Territory as an exponent of thoroughness, a man who is satisfied with nothing short of the best, both from himself and those associated with him, and an enthusiast regarding the work of the national guard. When the new adjutant general was a private in the ranks he saw to it that his own work was properly done; when he obtained command of a company, he saw to it that his company lacked nothing in drill and attention to detail could give it; as colonel of the regiment, he built it up to a point that has never been equalled, before or since his time. Now that he is at the head of the militia department of the Territory it is expected that the First will come back to its highest standard and that another regiment will be raised amongst the young men of Hawaii, Maui and Kauai.

Colonel Jones, whom Colonel Johnson succeeds, has worked faithfully and well for the guard and nothing said in praise of his successor is advanced in disparagement to him or his work. Under Colonel Jones very much has been accomplished along the lines in which he was best fitted to work. The splendid new armory built for the guard here stands as a substantial evidence of Colonel Jones' efforts, while the groundwork that has been laid for the enactment of a compulsory military training law is also a part of the results of his energy along the right line. If the legislature had listened to the reasonings advanced by Colonel Jones rather than to the unreasoning hysteria of some others, Hawaii would have had the distinction of having pioneered in a national movement. The best we can do now is to trail in along with the procession, as the United States is getting ready to do what was violently termed something "un-American" when Colonel Jones proposed it.

Colonel Jones has paved the way; Colonel Johnson will now whip the guard into shape.

The Territory is to be congratulated on the fact displayed that the attorney general of the United States is refusing to play little politics with the supreme court of the Territory and in his renomination of Chief Justice Robertson. The reappointment will please at least ninety-five per cent of the voters of the Islands. It is also a matter for congratulation to know that Judge Matthewsman is certain of reappointment and that Judge Parsons of Hilo is practically certain to be named to succeed himself. If the attorney general now would only reappoint Judge Whitney he would fill to the brim the measure of Hawaii's satisfaction.

Mobile or Fixed Troops?

SECRETARY GARRISON is entitled to the entire sympathy of the country in his efforts to decide just what steps in military preparedness are vital to the defense of the nation. One side he is urged to increase the coast defenses which are represented as inadequate and likely to be the first point to be attacked in case our coasts are invaded, while at his other elbow claiming his ear are the advocates of larger mobile forces without which it is claimed the coast defenses are useless. On Friday morning The Advertiser published editorially the opinion of a well known authority on military matters that there is a crying need of greater strength in our coast defenses. Our attention has been invited since to the statement made by Prof. R. M. Johnson, who holds the chair of military history at Harvard, on the subject. Below is a quotation from Professor Johnson's latest book, "Arms and the Race" in which he seeks to establish by figures and, it must be admitted, very logical argument that inadequate mobile forces are our principal military shortcoming.

Concerning coast defenses he says: "The coast defense theory, under which vast sums of public money have been and are being spent, is largely absurd. It is the one part of our military preparations that is being over instead of underdone; and it is quite time that the matter were investigated out of its present dangerous groove."

"It is worse than ridiculous to continue dealing with it on a basis of reassuring formulas about defending our 'coast,' formulas that cloak false military principles and the squandering of public money. The danger of an attack by a raiding cruiser on a port can be solved simply and economically by a competent board of experts. The landing of an expeditionary force can be dealt with in only one way, which is by an immediate concentration of equal or superior numbers of mobile troops. To protect every landing place on our coast is a fantastic proposal."

It is to be hoped that Secretary Garrison in his forthcoming report to the President will be able to find a meeting ground for the representations of these advocates of divergent lines of military thought.

Secretary Daniels has made up his mind that a sailor may be able to get a square deal before the local courts and under his instructions a man wanted on a charge of recklessness and cowardice has been surrendered to the police.

It is worthy of mention that the police have let no prisoner escape from jail for the last several days. Those left behind the bars are evidently a lazy lot.

Honolulu Wholesale Produce Market

Quotations
ISSUED BY THE TERRITORIAL
MARKETING DIVISION
Wholesale Only. August 12, 1915.

BUTTER AND EGGS		POULTRY	
Eggs scarce, demand good.		Broilers, lb 2 to 3 lb.....	32 to 35
Island tub butter, lb.....	28 to 29	Young roosters, lb.....	35
Fresh Island eggs, doz.....	45	Hens, good condition, lb.....	25
Duck eggs, doz.....	30	Turkeys, lb.....	25
		Ducks, Muscovy, lb.....	25 to 30
		Ducks, Peking, lb.....	25 to 30
		Ducks, Hawaiian, doz.....	5.00

VEGETABLES AND PRODUCE		FRUITS	
Beans, string, green, lb.....	.02 1/2 to .03	Peanuts, small, lb.....	.02
Beans, string, wax, lb.....	.03 to .04	Peanuts, lb, large.....	.04
Beans, Lima in pod, lb.....	.03	Onions, Bermuda, lb.....	.01 to .02
Beans, Dry.....	.02	Green Peppers, Chili, lb.....	.02
Beans, Mani Red (none in market)		Potatoes, Isl., Irish, lb.....	.01 1/2 to .01 1/4
Beans, calico, cwt.....	4.00	Potatoes, sweet, cwt.....	.85 to 1.00
Beans, small white, cwt.....	5.00	Taro, wet land, cwt.....	1.00
Peas, dried, cwt.....	3.75	Taro, bunch.....	.15
Peas, doz, bunches.....	.30	Tomatoes, lb.....	.04
Carrots, doz, bunches.....	.40	Peas, green, lb.....	.08 to .10
Alfalfa, bag.....	1.25	Cucumbers, doz.....	.25 to .35
Corn, sweet, 100 ears.....	1.50 to 2.00	Pumpkin, lb.....	.01 to .01 1/2
Corn, Haw. small yellow, 35.00 to 40.00			
Corn, line large yellow, 35.00 to 38.00			

LIVESTOCK		HIDE, Wet Salted	
Beef, cattle and sheep are not bought at live weight. They are taken by the Hogs, 150 lbs and over.....	11 1/2 to 12 1/2	Steers, lb, No. 1.....	14 1/2
eat companies, dressed, and paid for		Steers, lb, No. 2.....	13 1/2
Beef, lb.....	11 to 12 1/2	Mutton, lb.....	11 to 12
Veal, lb.....	12 1/2 to 13	Pork, lb.....	15 to 19

FEED		WEEKLY MARKET LETTER	
The following are quotations on feed		August 13, 1915.	
f. o. b. Honolulu:		Butter and eggs. Eggs are in good	
Corn, small yellow, ton 41.00 to 42.00		supply, moving rapidly at 45 cents,	
Corn, large yellow, ton 40.50 to 41.00		wholesale. Duck eggs are scarce and	
Corn, cracked, ton 41.50 to 42.00		high.	
Brass, ton 23.00 to 23.50		Gluten-wheat is improving in	
Barley, ton 31.00		quality. Regular shipments every	
		Tuesday and Saturday should meet	

The Territorial Marketing Division under supervision of the U. S. Experiment Station is at the service of all citizens of the Territory. Any produce which farmers may send to the Marketing Division is sold at the best obtainable price. A marketing charge of 5 per cent is made. It is highly desirable that farmers notify the Marketing Division what and how much produce they have for sale and about when it will be ready to ship. The shipping mark of this Division is U. S. E. S. Letter address Honolulu, P. O. Box 1237. Salesroom corner Nuuanu and Queen Sts. Telephone 1840. Wireless address TERMARK.

because supply more abundant. Onions and potatoes—Prime Maui Bermuda lower, market glutted. Potatoes plentiful—Irish selling well at \$1.50 per hundred. Large shipments of red sweets moving well at 95 cents to \$1.00 per hundred weight. Fruits—Limes in good supply, moving well at 75 cents to \$1.00. Potatoes plentiful in demand at 8 to 10 cents. Miscellaneous—Calico beans in strong demand at 4 cents, with market bare. Peanuts plentiful—Importations have broken the price. Hogs are in demand at good prices.

GERMAN STEAMERS SAID TO BE ARMED

Japan Sends Warships Into South Seas To Search For Merchant Raiders

TOKIO, July 31.—There are no fewer than twenty-eight German steamers in the South Seas, says an Asahi special from Moji, which have taken refuge there upon the outbreak of the war. Those vessels have been completely armed, through the good offices of some neutrals and will sail forth on the open sea, with a view to menacing hostile and neutral merchantmen. Persistent rumors are afloat that one of them has already left a neutral port. Therefore, the naval authorities have privately instructed all the shipping concerns to take precautions. In that part of the world, some neutrals who have supplied the German steamers with ammunition are generally believed here at Moji to be Dutchmen. It seems, however, unnecessary for the time being to secure wartime marine insurance on cargo consigned to the South Seas.

Japanese Navy Active Upon this subject, Rear Admiral Suzuki, vice minister of the navy department, speaks to the following effect in a press interview:

There are some fifty German vessels sheltering at various ports in the South Seas, the Pacific, and the Indian Ocean, of which at least thirty can enter into active service as volunteer ships, if they are armed. As the reports that German armed vessels are cruising in the South Seas have been circulated, the naval department have already ordered warships of the third fleet to the South Seas to start a vigorous search for the German steamers. The vice minister is disinclined to give credit to the rumor, but admits that even an armed merchantship can engage in active work. Taking it for granted that German steamers are armed, continues the vice minister, their principal weapons may be quick firers and rifles. The rumor is not yet confirmed, neither is there information to disprove it. At any rate, the coastal navigation of this country can still be guaranteed safe.

NOTABLES ABOARD THE SHINYO MARU

Among passengers in the Japanese steamer Shinyo Maru bound for San Francisco, are W. J. F. Williamson, an Englishman, and J. L. Westergaard, an American, who have been advisers to the king of Siam for several years. Mr. Westergaard is accompanied by Mrs. Westergaard and their son. They have resided in Bangkok twelve years. Mr. Williamson is accompanied by Mrs. Williamson. The two have left the Siamese Service.

P. J. Buckland, until recently a member of the firm of Holme Ringer & Co. of Nagasaki, is on his way to England in the Shinyo to represent a large lumber concern of Northern Japan. He is accompanied by Mrs. Buckland and two children. A. Moulart, the Belgian consul-general to Hankow, China, has been transferred to represent Belgium in Chicago. He is accompanied by Mrs. Moulart. Mr. Shima, treasurer of the Southern Products Company, is returning to his post in Dallas, Texas, with his bride. J. A. Britton, vice-president and general manager of the Pacific Gas and Electric Company of San Francisco, returns home after a trip to the Orient. He went out in the Shinyo.

Lieut. C. Davy, U. S. N., Asiatic fleet, is on his way to his home on a leave of absence.

J. R. Geary, electrical engineer and advisor to several Japanese electrical companies as well as being the representative of the General Electric Company of Schenectady, N. Y., returns to New York in the Shinyo on a business trip.

Miss M. Carey Thomas, president of Bryn Mawr college, returns after having made a tour of Japan. She is accompanied by her nephew, H. Worthington.

Dr. Y. Tanaka, professor of the Imperial University of Japan is on his way to London, as is also Dr. S. Kinoshita of the same university.

Capt. S. Yamanouchi of the Imperial Navy is on his way to London.

G. Takikawa, vice-president of the chamber of commerce of Kobe is on his way to San Francisco as a commissioner to the Panama-Pacific International Exposition. Other commissioners on board the Exposition are: G. Saankawa, editor of a Japanese newspaper; K. Matsui, a lawyer, K. Mayekawa, Dr. D. Komiya, and K. Oshima.

A party of Japanese wrestlers is on board. The men will give exhibitions of Japanese wrestling at the exposition. Among the most prominent of these wrestlers are Y. Ichige, T. Ichige, K. Kondo, J. Nakanishi and K. Sa to. The party consists of twenty-nine members and is the first of its kind to visit the shores of North America.

The Shinyo Maru brought twenty-first cabin to Honolulu, and has 110 for San Francisco.

TWO MURDERS REPORTED ON ISLAND OF HAWAII

News of two murders on the island of Hawaii was received yesterday in wireless messages to the Star-Bulletin. On Sunday at Naelehu, Kau, a Spaniard shot and killed a Portuguese, following a row over some chickens. The Spaniard succeeded in escaping, saving and hiding in a cane field, a posse being out now on his trail. In evading capture the man shot at the captain of police of the district, but missed him. The second murder case is reported from Kona, where a Japanese killed a countryman, no details, however, being received here of this killing.

MEXICAN RAIDERS

KILL CAVALRYMAN

(Concluded from Page One)

colony, who have asked for transportation to the United States. Carranza at Vera Cruz is willing at least to receive the appeal for peace of the Panama Pan-American congress, whatever answer to it he may make. He has notified the state department that he will not obstruct delivery of the proposals formulated.

JOE CLARKE IS SENT TO REEF

Former Keeper of Notorious Joint Convicted of Carrying Concealed Weapons

In the police court yesterday morning R. Kini, charged with having che-fa tickets in possession; Pomaki, charged with profanity; and Ah Nam, charged with violating the swill carrying ordinance, were given suspended sentences of thirteen months.

Lum Mun, who pleaded guilty to having che-fa tickets in possession, was fined \$25 and costs.

Charley Johnson, charged with malicious injury, was fined \$5 and costs. T. N. Vinson, charged with violating a traffic ordinance, was fined \$5 dollar and costs.

F. Hopkins, charged with gambling, was discharged.

R. Stein, T. E. Chaney, Pedro, Anton Acosta, Charles Kalauna and Anton Nabala, charged with shooting the sportive crane, were fined \$1 each.

Joe Clarke, charged with carrying concealed weapons, and who is said to have threatened his wife Hannah Clarke, was sent to jail for a term of two months. Clarke is the man who used to run the notorious Sweet Home joint in Palama, about eight years ago.

Thomas Hoke, charged with maiming and disfigure a Japanese named Ishi, was committed for trial in the circuit court. Ishi was found, two weeks ago, with his face artistically carved, in front of the judiciary building.

Paeido, a talented young Filipino pick-pocket, who was caught practicing his specialty Sunday night, was sentenced to four months' imprisonment, by Judge Monarrat.

The Trent Trust Company, charged with violating a traffic ordinance, was fined \$5.

William Ross, charged with assault and battery on his wife, was fined \$15 and costs.